Facts about your New Chrysler

CODE C-38

AUTOMOBILE MANUFACTURERS ASSOCIATION
UNIFORM WARRANTY

"The Manufacturer warrants each new Motor Vehicle manufactured by it, to be free from defects in material and workmanship under normal use and service, its obligation under the Warranty being limited to making good at its factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the Motor Vehicle Manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid, and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any liability in connection with the sales of its vehicles.

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an Authorized Chrysler Service Station in any way so as, in the judgment of the manufacturer, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident."

CHRYSLER CORPORATION
CHRYSLER SALES DIVISION
12200 EAST JEFFERSON AVENUE
DETROIT 31, MICHIGAN

The Chrysler Corporation reserves the right to make changes in design or to make additions to or improvements in its product without imposing any obligation upon itself to install them on its products previouly manufactured.

Your purchase of a new Chrysler exemplifies sound judgment of motoring comforts and operating economy. You will experience, with your new car, a still higher value in driving pleasure. You will be amazed with its thrilling performance and exuberant ride.

The enjoyment that is yours in owning and driving this luxurious and beautiful car will more than compensate for the care it rightfully deserves. You have a car that can "take it"—one that is designed to stand up and give good service—but you must treat it right. You will be rewarded by thousands of miles of extra traveling pleasure.

This book is intended to help you get this extra service and satisfaction from your new car. It contains many worth-while suggestions that are important to efficient operation, sparkling performance and "like-new" appearance. Read it carefully—the benefits will be yours.

CHRYSLER CORPORATION
Chrysler Sales Division
12200 East Jefferson Avenue
Detroit 31, Michigan

CONTENTS

SECTION 1

OPERATION OF CAR

OPERATING CONTROLS AT THE TIPS OF YOUR FINGERS

Hood Lock Control Button—To open hood, first pull this button. Then release the safety catch in front of hood itself.

Instrument Light Switch—The lights for the instrument panel, glove box and ash receiver go on with the headlights after turning on the switch. With the instrument light switch you can vary the illumination on instruments.

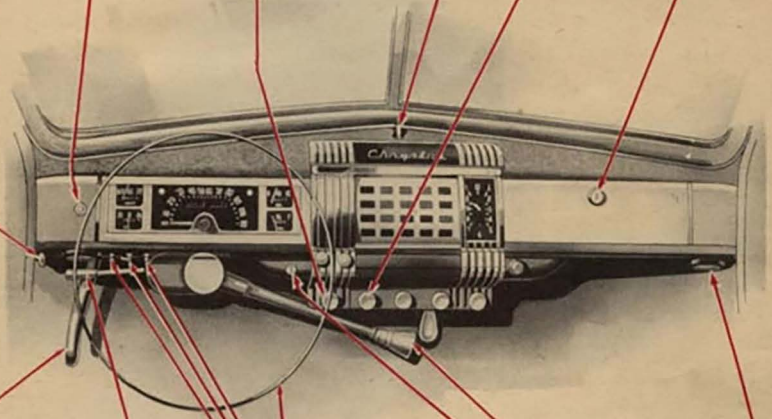
Main Lighting Switch—Pull out to first stop for parking and taillights—all the way to turn on head and taillights.

Starting Motor Switch Button—Press to start engine. Complete starting instructions on page six

Windshield Wiper Control Switch—Turn switch to left to start wipers. First position is low speed, extreme left position is high speed.

Glove Compartment Latch Button—Press button to open door. A separate key is provided for the convenience of parking-lot patrons.

SEC I



Directional Signal Light Switch—Move handle down for left turn and up for right turn.

Horn Blowing Ring—Depress ring at any point to sound warning.

Gearshift Lever—See driving instructions for lever positions, page seven.

Speedometer Trip Mileage Set Stem—Push stem up and turn to left (counterclockwise) to reset trip mileage.

Map Light—Used for reading. Also serves as front compartment light when right front door is open.

Hand Brake Control Lever—to apply brake, pull towards you. To release, pull lever slightly, squeeze trigger and allow lever to move forward. Always be sure hand brake is completely released when driving. Should the hand brake be left on and with the ignition on, the light above the lever flashes as a warning.

Automatic Top Control—Convertible coupe only. Move to left to lower top; right, to raise.

Ignition Switch Lock—Turn key right to turn on ignition and electrical system. Turn key left for instrument and accessory operation only. Key can be removed only when in vertical position.

Map Light Switch—Snaps the right map light on or off when right front door is closed.

INSTRUMENTS

YOU SHOULD GLANCE AT THE INSTRUMENTS OCCASIONALLY AS YOU DRIVE ALONG.

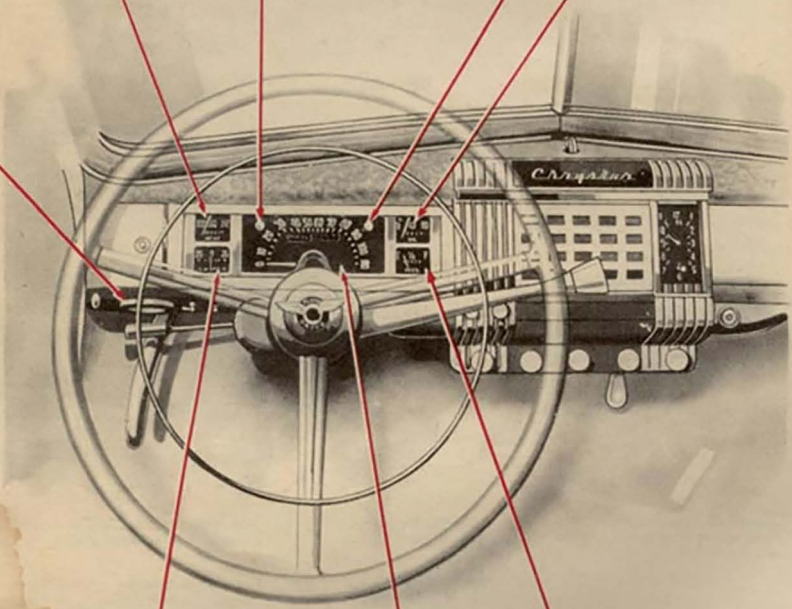
Hand Brake Warning Signal—Flashes on and off when the ignition is turned on, if the hand brake has not been released.

Directional Signal Indicator Light—Flashes when signaling for a turn.

Headlight Bright Beam Indicator—Signal light indicating headlights are on high or bright beam.

Temperature Gauge—Normal operating temperature is 160. Have cooling system checked immediately if indicator ever rises above 180.

Oil Pressure Gauge—Oil pressure should be 45 to 60 pounds at speeds above 30 miles per hour. If the pressure is lower, bring to the attention of your Chrysler dealer.



Ammeter—Indicates flow of electrical current to or from battery.

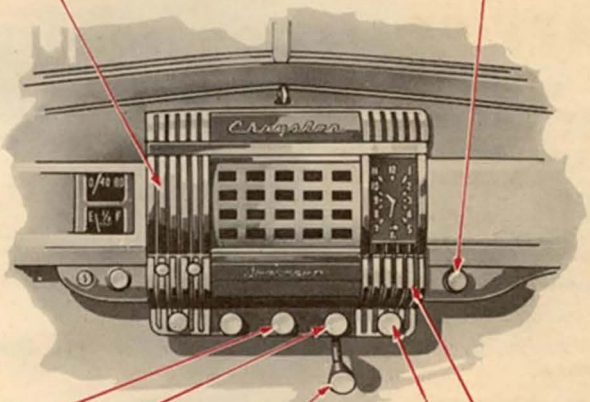
Speedometer—At night the numerals and pointer of the speedometer glow in green up to 30 miles per hour, amber from 30 to 50 miles per hour, and red above 50 miles per hour. During the daytime, the large numerals and pointer are clearly visible.

Fuel Gauge—Indicates amount of fuel in tank.

FOR YOUR COMFORT

Radio Panel—Replaceable by control panel if radio is desired. See Section III for accessories.

Cigar Lighter—Push in to light. Lighter pops out automatically when the filament is hot.



Heater Temperature Button—Used with any MOPAR Heater. See Accessories. Section III.

Cowl Ventilator Control Hand Lever—Push down to open.

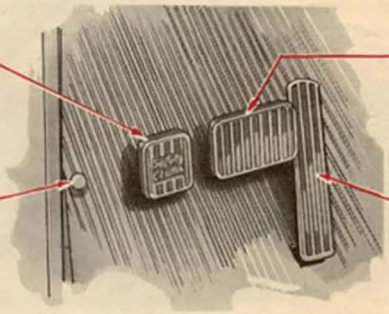
Ash Receiver—To use, pull out lightly at the bottom.

Defroster Button—For Comfort-Master Heater or Allweather Aircontrol. See Accessories, Section III.

Heater Fan Switch—Used with any MOPAR heater. See Accessories, Section III.

AT THE TOUCH OF YOUR TOE

Clutch Pedal—An over-center spring on the clutch linkage makes the clutch pedal easy to depress.



Brake Pedal—Located for quick and easy stopping of your car.

Headlight Beam Switch—Press button with foot and light beams will raise or lower.

Accelerator Pedal—Pedal is constructed to reduce foot fatigue—gives positive control of car speed.

STARTING THE ENGINE

Do not pump the accelerator pedal before or during the using of the starter, as this will cause difficult starting.

WARNING — CARBON MONOXIDE

Never start or run an engine in a closed garage. The exhaust gases from all motor vehicles are highly dangerous. They contain carbon monoxide gas—which is colorless, tasteless and odorless, but nevertheless is a deadly poison.

TO START THE ENGINE

1. Depress the clutch pedal.
2. Turn on the ignition switch.
3. *Press down accelerator pedal to give throttle about one-third opening. This is very important.*
4. Press the starting motor switch button, keeping the starting motor engaged until the engine starts. Then release button.

In case the engine becomes overchoked or flooded at any time, press the accelerator pedal down fully, and operate the starting motor continuously until the engine starts. This will eliminate further choking. If it becomes desirable again to choke carburetor for starting, press down accelerator pedal to give throttle approximately one-third opening.

EMERGENCY STARTING

To start the engine by towing or pushing the car, the procedure is the same for cars equipped with either standard or hydraulically operated transmission: Disengage the clutch, shift manually into low range, push the car 10 miles per hour or faster, and then engage the clutch. High range also can be used, in which case the car should be pushed 15 miles per hour or faster.

THE STANDARD TRANSMISSION

The gearshift lever—up on the steering column—is easily accessible and has greatly simplified manual operation of the standard transmission. The car is started—after the engine is running—in the following steps:

FIRST SPEED

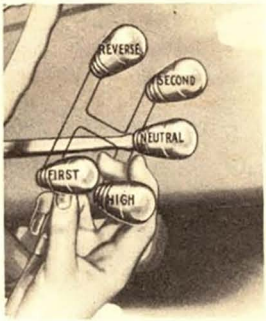
Release the hand brake, depress the clutch pedal, raise the gearshift lever toward the steering wheel, and pull back.

SECOND SPEED

Depress the clutch pedal and push gearshift lever forward.

THIRD SPEED

Depress the clutch pedal and pull gearshift lever back.



GEARSHIFT LEVER POSITIONS, STANDARD TRANSMISSION

REVERSE

Depress the clutch pedal, raise the gearshift lever toward the steering wheel, and push forward.

Spring pressure holds the gearshift lever away from the steering wheel, so that only when shifting into low or reverse is it necessary to pull the lever toward the wheel. Likewise, this same spring pressure pulls the lever into proper position, so that it is necessary only to push the lever forward in shifting from first to second speed.

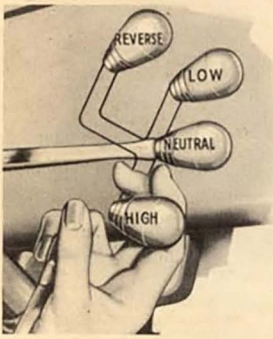
TO STOP THE CAR

Release pressure from the accelerator pedal and apply the brakes so as to stop the car smoothly. Just before the car comes to a stop, depress the clutch pedal, move the gearshift lever to the neutral position, and then release the clutch pedal. To stop the engine, turn ignition key to "off" (vertical) position and remove key.

THE HYDRAULICALLY OPERATED TRANSMISSION

With the hydraulically operated transmission, all normal driving is done without touching either the clutch pedal or the gearshift lever. Both are at hand for those infrequent occurrences when you will need them, but for about 98% of all your driving you can forget them. The shifting required in starting, speeding up, slowing down, and stopping, all are controlled by your toe on the accelerator pedal. Any sudden burst of speed which may require a quick downshift also is accomplished instantly and without effort, and without the necessity for declutching at the very instant maximum power is needed.

This is the transmission that shifts itself when you want it to. It does not depend upon the car to catch up with the engine, neither does it follow a fixed pattern of shifting up and down through all gears, regardless of the driving conditions. *Instead, this transmission shifts itself into the required gear when the operator indicates his desire to do so.*



GEARSHIFT LEVER POSITIONS, HYDRAULICALLY OPERATED TRANSMISSION

THE SPEED RANGES

There are only two positions for the gearshift lever in forward speeds. One of these two, the low range position, is known as the "power range," while the other, the high range position, is called the "driving range." In each of these are two selections of gears. In the "power range" position there are first and second gear and in the "driving range" position there are third, or "accelerating gear," and fourth, or "cruising gear."

The selection of either range must be made manually, as must any shift between ranges while driving. But for all phases of performance within each of the two ranges, the control is accomplished by means of the accelerator pedal without using the gearshift lever or clutch pedal.

NORMAL DRIVING

Under ordinary starting and driving conditions, and with the engine running, start the car by depressing the clutch pedal and moving the gearshift lever to the driving range where it will engage the accelerating gear. Release the clutch pedal gradually and at the same time press the accelerator pedal.

At any desired speed above 15 miles per hour, release pressure from the accelerator pedal momentarily and the transmission will shift automatically into cruising gear. Providing the car speed drops below 10 miles per hour, the transmission will shift automatically back into accelerating gear. To get back into cruising gear, it is only necessary to increase the car speed to above 15 miles per hour and then release pressure from the accelerator pedal momentarily.

To stop the car for traffic lights, stop streets, etc., merely take your foot off the accelerator pedal and apply the brakes. To start again, release the light pressure on the brake that has kept the car stationary and press the accelerator pedal. That is all there is to it. You stop and start, drive slowly or at normal road speed without touching the gearshift lever or clutch pedal.

WHEN TO USE POWER RANGE

The purpose of the power range is to provide greater force at the rear wheels in case unusual starting or driving conditions require it, such as, when a particularly fast get-away is needed, or when a start is being made on a steep upgrade.

Depress the clutch pedal and move the gearshift lever forward where it will engage the first gear. Release the clutch pedal gradually and, at the same time, press the accelerator pedal.

Should conditions necessitate the use of second gear, release the accelerator pedal momentarily at car speeds above 7 miles per hour and the transmission will shift automatically into second gear.

Ordinarily, second gear can be by-passed when starting the car in the power range. With the transmission in first gear, depress the clutch pedal and move the gearshift lever down to the driving range where it will engage the accelerating gear. Release the clutch pedal gradually and, at the same time, press the accelerator pedal. At any speed above 15 miles per hour, release the accelerator pedal momentarily and the transmission will shift automatically into cruising gear.

DESCENDING HILLS

When descending steep grades, the engine can be used very effectively in braking the car speed by moving the gearshift lever to the power range position and engaging second gear.

Providing the descent is to be made from a stop, depress the clutch pedal and move the gearshift lever forward where it will engage first gear. Release the clutch pedal and after the car has gained momentum of 7 miles per hour, press the accelerator pedal or depress the clutch pedal to allow the transmission to shift automatically into second gear.

When approaching a descent in cruising gear, use the foot brakes to bring the car speed below 45 miles per hour, then depress the clutch pedal and move the gearshift lever forward where it will engage second gear. In making this shift release the clutch pedal slowly and, at the same time, press the accelerator pedal to speed up the engine to synchronize with car speed momentarily.

One of the many fine advantages of this transmission is the free-wheeling feature which is active only in the first and accelerating gears. However, for this reason, second or cruising gear must be engaged where it is desired to use the engine for braking purposes.

FOR A QUICK BURST OF SPEED

At car speeds below 45 miles per hour, should unusually quick acceleration be required such as in passing another car, push the accelerator pedal to the floor. This extreme travel of the pedal causes the transmission to shift automatically into accelerating gear. After the shift is made, it is not necessary to hold the accelerator pedal in the wide open position, but acceleration can be controlled as desired. To return to cruising gear merely release the accelerator pedal momentarily.

REVERSE

To use the reverse gear (with the car stopped) depress the clutch pedal and lift the gearshift lever up toward the steering wheel and then push forward. Release the clutch pedal gradually and accelerate as required.

TO STOP THE CAR AND ENGINE

Release the accelerator pedal and apply the foot brakes so as to stop the car smoothly. With the car at a standstill, move the gearshift lever to the neutral position, set the handbrake and remove the ignition key.

IMPORTANT

If the car is to be allowed to stand, with the engine running, for longer than the ordinary traffic light duration, move the gearshift lever to the neutral position.

TIPS ON GOOD DRIVING

There are only a very few things that make up the difference between a good driver and a poor one. One driver has his passengers swaying from side to side, rocking forward in their seats, and sometimes actually jostling one another; while another driver, in the self-same car and over the same streets, seems to smooth everything out and allow his passengers to relax comfortably. The latter is the good driver. He does all this simply by observing a few simple principles.

STOPPING—When bringing the car to a stop, release the brakes completely in that split-second after the car comes to a halt and before the front end starts to nose up. Release of the wheels lets them move forward instead of throwing the body back, and the springs settle into position with very little noticeable recoil.

ROUGH ROADS—When crossing a rough spot in the pavement, let up on the gas a little and allow the car to "glide." Always avoid high speed when traversing rough ground.

CURVES—Always "drive" around a corner. When approaching a curve, apply the brakes as you approach and bring your speed slightly below normal for the curve before you start to turn the steering wheel. As you enter the turn, begin to accelerate and continue to keep the power on the rear wheels so that you come out of the turn at your regular speed. By this means you can reduce the natural sway, and make the turning more comfortable. It's easier to steer around a corner this way, too.

STOPPING ON ICE—Apply the brakes gently and intermittently when stopping on a slippery pavement. The idea is to keep the wheels from sliding, since rolling wheels have better traction.

USE OF THE BRAKES—Apply the brakes like you mean business. Strong, intermittent use of the brakes is always better than a gentle scrubbing for long periods. Keeping the brakes in use lightly but constantly, when descending a long hill for example, serves chiefly to create a lot of heat which will reduce the efficiency of the linings and the life as well. A series of snubbing actions in this case will be more effective in holding down your speed.

KEEP YOUR CAR IN CONDITION—The real stamp that marks the good driver is the "tune" of his engine. Have your car inspected and tuned up at regular intervals. As the miles pile up on your speedometer, don't wait until something goes wrong; take that proverbial ounce of prevention and put it to work for you—it pays big dividends.

FACTS ABOUT ECONOMY

Drive at a steady, moderate pace if you want to enjoy fullest economy. Obviously, it takes more horsepower, and therefore more fuel, to propel a car a given distance at a high rate of speed than at a moderate one. But irregular driving wastes even more gas. Don't slow down and speed up, nor drive in spurts. Avoid sudden stops and bursts of speed. A steady speed is easier on you, your pocketbook and your car.

CITY DRIVING—Do not expect the same economy in city traffic as you enjoy on the open road. Start-and-stop driving uses fuel. You can do a lot to improve economy, however, by sensible driving. Don't stop unless you have to, hang back when approaching red traffic lights so that you get the green before you reach the intersection and will not have to start up from a dead stop. You can't go faster than the lights are timed anyway. Avoid sudden stops and starts, and, above all, don't make demonstrations of accelerating ability.

IDLING—When you are in for a long wait, a freight train passing or a shopper who will be "back in a minute," turn off the ignition.

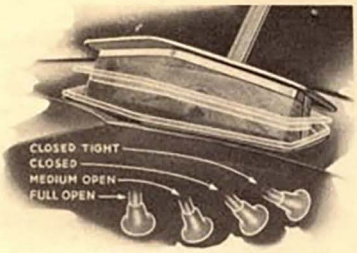
DO NOT RACE THE ENGINE—When starting the car, let the engine warm up at idling speed for about two minutes to get the oil circulating properly. This is important for long engine life and gasoline economy—especially in cold weather. Short trips in cold weather also reduce mileage. Never race the engine under any circumstances.

PROPER LUBRICATION—The correct and adequate greasing of the chassis reduces friction. This helps gasoline economy and adds to the life of the car. Always use the right oil in the engine; too heavy an oil for the season puts a drag on the engine and wastes gasoline.

TIRE INFLATION—Insufficient air pressure in the tires not only causes excess wear on them, but also creates more rolling friction. Naturally the engine will use more fuel if it has to do this extra work.

KEEP YOUR ENGINE TUNED—Have your engine tuned-up by your Chrysler dealer every 10,000 miles for the top efficiency that saves gasoline and gives you more driving pleasure. He will check its operation and make any necessary adjustments for peak performance, including the timing of the ignition, adjustment of the breaker points, setting of the valves, and many other important items essential to the efficient and economical running of your Chrysler engine. Your engine makes more than a million revolutions in a full day's driving. Like any other fine piece of machinery, it requires proper maintenance at stated intervals to assure highest operating efficiency.

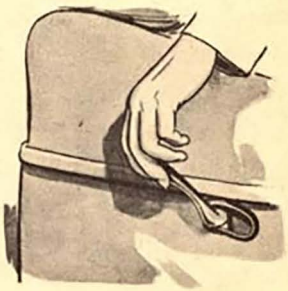
SCIENTIFIC VENTILATION



The ventilator in the cowl is opened to the desired position by pressing downward on the control lever located under the instrument panel. To close the ventilator, pull the lever all the way up to its stop so as to squeeze the cover tight against its seat.

Your Chrysler is equipped also with ventilating wings to permit control of air circulation inside the car. To open the wings, press the button on the latch, at the same time turning the latch handle up. Then push the wing outward. To close, simply pull the wing in and turn the latch down. A click tells you that the latch is locked.

THE FRONT SEAT IS QUICKLY ADJUSTABLE



The front seat of your new Chrysler has an adjustment range of five inches. It can be adjusted easily and quickly by raising the lever located on the left side of the seat. As the seat is moved forward, it rises, permitting shorter drivers to sit higher. A compensating spring is provided for easy operation.

DOOR CONTROLS

The door controls are easy to operate. To unlatch or open a door from the outside, turn the latch handle downward to release it. To open a door from the inside, simply swing the latch handle toward the rear.

To lock a front door with the key, insert the key in the lock and turn it one-quarter turn toward the front of the car, then turn the key back to the vertical position and remove it. To unlock the door with the key, turn the key toward the rear of the car about a quarter turn and then back to the vertical position.

To lock the front doors from the inside, swing the latch handle to its extreme

forward position and release it. Spring tension returns the handle to its normal position.

The rear doors may be locked from the inside only by pressing down the buttons protruding through the inside garnish mouldings. To unlock the rear doors, simply pull the buttons up to the release position.

WINDSHIELD WIPER

The windshield wiper is controlled by rotating the control switch on the instrument panel. If the blade arm should become bent by careless handling so that the blade begins to chatter or wipe only on one stroke, it may be corrected by adjusting the saddle (where blade attaches to arm) so that it is perpendicular to the glass with both nibs touching the glass.

CAUTION: Do not move wiper blade across the windshield when cleaning glass. Wiper arm may become bent. To clean under wiper blade lift wiper arm outward against pivot spring tension.

AUTOMATIC CONVERTIBLE COUPE TOP

The convertible coupe top is operated electrically. The switch is located under the instrument panel at the driver's left hand.

CAUTION: *Never raise or lower the top while car is in motion.*

TO RAISE THE TOP

1. Remove boot; fold and stow.
2. Move switch finger to right and hold until header comes to rest on windshield.
3. Pull header down into place over dowls and turn the knob to latch securely.

CAUTION: *Make sure top is locked to windshield.*

TO LOWER THE TOP

1. Unlatch the header bar by turning the knob counter-clockwise. Lift the bar free from the dowels.
2. Move the control finger of switch to the left and hold until top folds into well.
3. Lay on boot and snap down.

SECTION II

CARE AND MAINTENANCE

SAFETY THROUGH SERVICE

Your Chrysler dealer is vitally interested in seeing that your new Chrysler gives you complete satisfaction. The Owner's Service Policy, which you received when you purchased your car, is an agreement between you and your dealer and is a tangible mark of this interest—it gives you the right to two complete inspections by the dealer from whom you bought the car: One at the end of 1,000 and another at the end of 2,000 miles of driving.

Protect your investment in your car by using this free inspection and adjustment service. The only charge to you for the above service is for oil and lubricants which may be required.

After the warranty period, remember that your dealer knows your car, and has the necessary equipment to give you fast, economical service at any time when your car might happen to need attention.

KEEPING THAT SHOWROOM LOOK

You can keep your car looking like new with very little trouble. The following paragraphs are suggestions to aid you in this and for your convenience your Chrysler dealer carries a complete line of cleaners, polishes, lubricants, and other like material.

WASHING. Use plenty of clear water and rub lightly with a soft sponge. If a soap is used, it should be very mild and should be thoroughly rinsed off immediately. It is best not to wash or polish the car in strong sunlight where the exposed surfaces will become heated.

CLEANING AND POLISHING. Strong sunlight will cause the finish to lose its brilliance. This is only a surface condition however, which may be remedied by the regular use of liquid polish. If the paint surface is not kept clean, the action of the elements and an accumulation of dirt and road scum will eventually cause damage to the finish and also present a very unattractive appearance. The more frequent use of liquid polish will eliminate the necessity of using paste cleaners with strong abrasive action.

TO MAKE WINDOWS SPARKLE. Window glass can be cleaned by washing with water and wiping dry with a linen cloth or chamois. A cloth slightly dampened with window cleaner will remove the thin scum difficult to remove with water.

CHROME AND STAIN-RESISTING STEEL. Just use a wet sponge on bumpers and other similar parts. If rust forms where the plating has been scratched or rubbed off, remove it with a good grade of chromium polish and cover the spot with clear lacquer or MOPAR auto wax to prevent more rust forming.

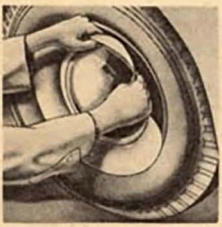
CARE OF THE TIRES

It is especially important that tires receive the proper care if you are to get full use from them and avoid the risk of premature failure.

The chief enemy of tire life is careless or improper inflation. Under-inflation contributes to excessive heat and wear and causes increased rolling resistance for the car as well. Over-inflation puts excessive strain on the tire and makes it more easily broken and bruised.

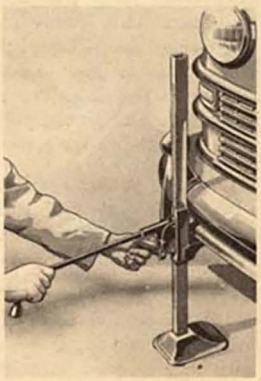
Recommended tire pressure for all wheels is 24 pounds. This should be checked periodically. Once a week is not too often. The valve can be reached by flexing the trim ring at the color dot on the tire. Always replace the valve cap.

To dismount a wheel, first remove the hub cap by inserting the fingers of both hands well in behind the plastic trim ring, and then half pull, half pry, the hub cap and ring off together. Place the knee or leg against the cap while removing, to prevent damage from falling onto the pavement. To avoid damage to the plastic trim ring, do not use a screwdriver or any other sharp tool in removing the hub cap.



You can make the job a little easier if you will now loosen the cap screws a little. Before jacking up the car, block the wheel diagonally opposite the one being removed, by means of the wooden block provided in your tool kit. Place the jack under the bumper next to the bumper guard, put the control finger in the upper position, and raise the car by jacking with the combination wheel-wrench and jack handle.

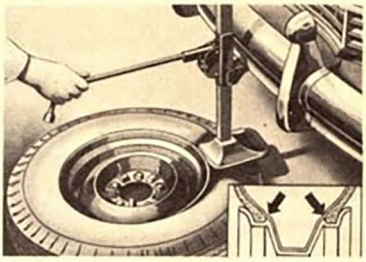
After the wheel is reinstalled, the car must be jacked down. As a safety feature, this jack cannot be tripped; the car must be lowered, using the jack handle. Lowering is done with the control finger in the lower position pointing down.

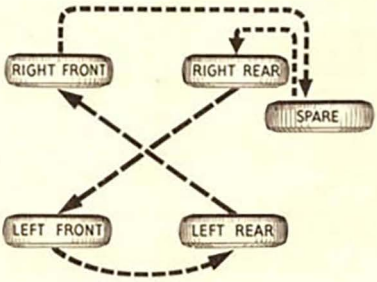


To remove a tire from a wheel, also use the jack. The wheels on your Chrysler incorporate a safety flange, inside the tire bead, which keeps the tire in position on the wheel even should failure occur. The jack is used to snap the bead over the flange and into the well. Place the wheel partly under the bumper and dislodge the bead by bringing the weight of the car to bear on the side of the tire, using the jack.

Once the bead is free, the tire is removed by the

usual methods. Make sure all air is removed from the inner tube. Loosen the casing from the rim by stepping on the sides. Insert the tire tool between the bead of the tire and the wheel rim. The beads of both sides of the tire opposite where you insert the tire tool should be squeezed together and worked into the channel between the sides of the wheel. Then lift the sides of the casing off the wheel.





Rotation of tires makes them last longer. It is recommended that you do this about every 3,000 miles. It is not necessary to remove the tire from the wheel, but shift the complete wheel and tire.

As tires wear down from normal use, the balance can change. For this reason it is a good idea to have your wheels balanced about every 10,000 miles.

CARE OF THE INTERIOR

At least once a month, clean the upholstery and carpets thoroughly with a whisk broom, clothes brush, or vacuum cleaner. If the upholstery is of mohair, the nap may eventually mat down. When this happens, place a damp cloth over the matted area and run a hot flatiron over the cloth. Then brush the nap upright. Mohair and broadcloth upholstery should be cleaned with foam type upholstery cleaner such as MOPAR Upholstery Cleaner. *Fabric cleaners or spot removers should be used sparingly—never pour such cleaners on the spot to be cleaned.*

CLEANING LEATHER OR IMITATION LEATHER. The original luster of leather or imitation leather upholstery may be restored by rubbing the surface of the material briskly with a cloth, slightly dampened in clean water, using castile or other soap of comparable character. Next, apply a cloth which has been moistened in clean water only and finish by rubbing with a clean, soft cloth. *Do not apply cleaning fluids of any nature to this type of trim material, or immediate deterioration will result.*

WARNING ABOUT GASOLINE. Gasoline is not recommended as a cleaning agent because of its inflammable nature. When rubbed briskly over cloth or pile fabrics, the friction generated may cause it to ignite. If it must be used, however, obtain the "white" untreated product. Avoid gasoline containing tetraethyl lead or any coloring material. Do not use any cleaning fluid in excess of the actual requirements. Use just enough to do a good job.

Water Pump
1-Lubricant fitting.
Water pump grease only.
1

Carburetor Air Cleaner—Inspect and if dirt level has reached lower offset in reservoir, empty and clean reservoir then re-fill to indicated level with S.A.E. 50 engine oil for temperatures consistently above plus 32° F. or No. 20-W engine oil for temperatures consistently below plus 32° F. Also wash filter element in kerosene and drain.
1

Oil Filter—Replace filter element every 5,000 miles to coincide with an engine oil change.

Hydraulically Operated Transmission. Capacity 3 pints.
Remove filler plug and check lubricant level every 1,000 miles. If level is below bottom of filler plug hole, add lubricant to bring level to bottom of filler plug hole. Drain and refill every 10,000 miles.
No. 10-W engine oil.
1

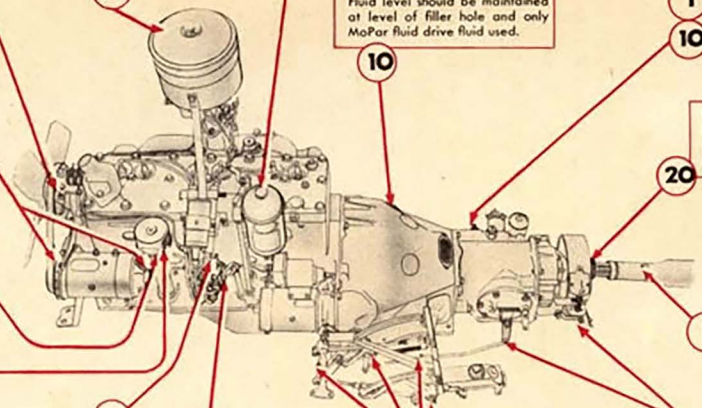
Generator—1-oil cup at front—oil hole with slide cover at rear. Five or ten drops of light engine oil in each. CAUTION: After oil is applied be sure the oil cup and hole covers are closed.
10

Fluid Drive—Level of fluid should be inspected by your dealer at end of first 1,000 miles and every 10,000 miles thereafter.
Fluid level should be maintained at level of filler hole and only MoPar fluid drive fluid used.
10

10

Oil Filler Pipe Air Cleaner.
Wash in kerosene and dry. Re-oil with S.A.E. 50 fresh engine oil.
1

Universal Joint.
Disassemble, clean and repack with heavy fiber universal joint grease.
20



Engine—Capacity 5 quarts
Oil changes should be made, under normal operating conditions, every 1,500 to 2,000 miles if average atmospheric temperatures are below plus 32°F. or every 2,500 to 3,000 miles if average atmospheric temperatures are above plus 32°F.

If it is anticipated that the atmospheric temperature will be:
Not lower than plus 32°F.
Use S.A.E. 20 or No. 20-W.
As low as plus 10°F.
Use No. 20-W.
As low as minus 10°F.
Use No. 10-W.
Below minus 10°F.
Use No. 10-W plus 10% colorless refined kerosene.
Use No. 10-W engine oil during the first 1,000 miles of operation.

Propeller Shaft Spline.
1-lubricant fitting.
Semi-fluid chassis lubricant.
1

10

Distributor—1-oil cup. Five or ten drops of light engine oil.
Remove cap and rotor, then oil felt wicking in top of cam with two or three drops of light engine oil. CAUTION: See that no oil gets on or near the breaker points.

Engine Oil Level.
Maintain between "Full" and "Add Oil" marks on the indicator.
Replenish with (1) quart if near "Add Oil" mark. Check each time you stop for fuel.

1

Hand Brake and Gearshift Linkage. Engine oil.
1

Pedals, Linkage and Bell Crank.
4-lubricant fittings.
Semi-fluid chassis lubricant.

Power Plant Lubrication

LUBRICATION PERIOD LEGEND

- 1 — 1,000 miles or 30 days
- 10 — 10,000 miles or 1 year
- 20 — 20,000 miles or 2 years (whichever occurs first)

Steering Gear—Remove filler plug. Replenish if level is below filler plug hole; do not use pressure gun—S.A.E. 90 fluid gear lubricant. In extremely cold weather, dilute with small amount of No. 10-W engine oil to relieve stiff steering. — 1

Tie-rod Ball Joints.
4-lubricant fittings.
Semi-fluid chassis lubricant. — 1

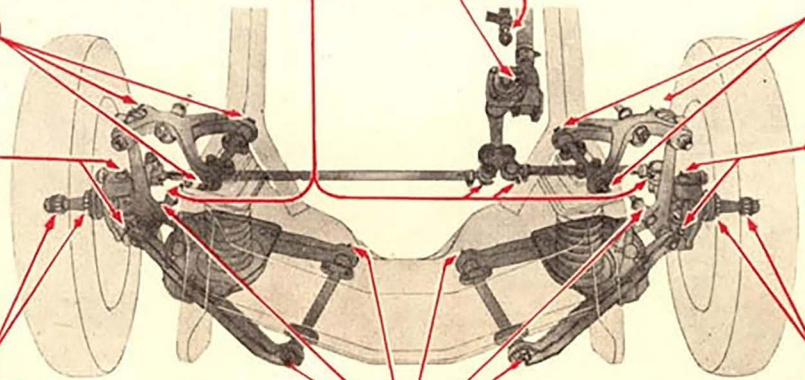
Gearshift Rod End—Coat groove with thin film of water pump grease. — 10

Upper Control Arm
3-lubricant fittings.
Semi-fluid chassis lubricant. — 1

Steering Knuckle King Pin.
2-lubricant fittings.
Semi-fluid chassis lubricant. — 1

Upper Control Arm
3-lubricant fittings.
Semi-fluid chassis lubricant. — 1

Steering Knuckle King Pin.
2-lubricant fittings.
Semi-fluid chassis lubricant. — 1



Front Wheel Bearings.
If on examination the grease is found to be in good condition, do not remove it but add grease if necessary. If not in good condition, remove hub and bearings, clean, repack bearings, coat inside of hub with 2½ oz. and grease cap with 1 oz. short fiber wheel bearing grease (medium). — 10

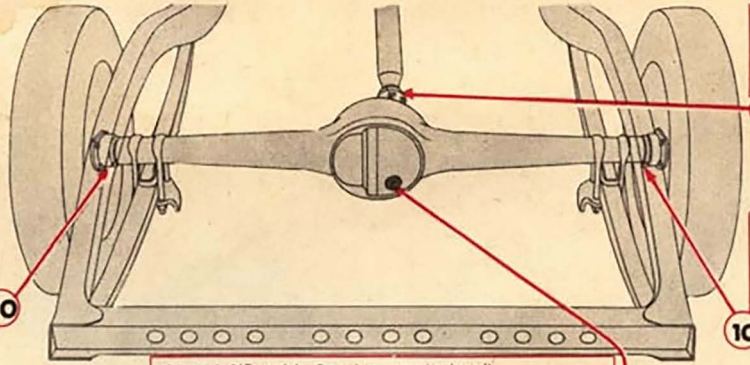
Lower Control Arms.
6-lubricant-fittings.
Semi-fluid chassis lubricant. — 1

Front Wheel Bearings.
If on examination the grease is found to be in good condition, do not remove it but add grease if necessary. If not in good condition, remove hub and bearings, clean, repack bearings, coat inside of hub with 2½ oz. and grease cap with 1 oz. short fiber wheel bearing grease (medium). — 10

Front End and Steering Gear Lubrication

LUBRICATION PERIOD LEGEND

- 1 — 1,000 miles or 30 days
- 10 — 10,000 miles or 1 year
- 15 — 15,000 miles or 2 years
- 20 — 20,000 miles or 2 years (whichever occurs first)



Universal Joint.
Disassemble, clean and repack with heavy fiber universal joint grease.
20

Rear Wheel Bearings.
Remove plug and insert fitting. Inject ½ oz. of short fiber wheel bearing grease (medium) with low pressure gun. Reinstall plug. Do not over-lubricate.
10

Rear Wheel Bearings.
Remove plug and insert fitting. Inject ½ oz. of short fiber wheel bearing grease (medium) with low pressure gun. Reinstall plug. Do not over-lubricate.
10

Rear Axle Differential—Capacity 3¼ pints (7-passenger models 3½ pints).
Remove filler plug and check level of lubricant every 1,000 miles. If below bottom of filler plug hole, drain and refill (do not mix one brand of extreme pressure hypoid gear lubricant with another brand).
Drain and refill every 15,000 miles. Refill with extreme pressure hypoid gear lubricant to bottom of filler plug hole.
For average temperatures above minus 10°F.—use S.A.E. 90.
For average temperatures below minus 10°F.—use S.A.E. 80.
1
15

Rear Axle and Rear Wheel Lubrication

MISCELLANEOUS LUBRICATION

Every 10,000 miles—Door hinges, hood clamps and other hard to lubricate places. Use a dripless penetrating oil. Door strike plates, dovetails and rotor wheels. Use a stainless stick lubricant.
Lock cylinders. Use a suitable lubricant sparingly.

Every 10,000 miles—Rear Springs. Use a lubricant containing a rust preventive (inhibitor). Lubricants containing inert materials such as asbestos fiber, graphite or silica are undesirable.
A special lubricant gun for spring leaves with metal covers should be used.

Speedometer. Every 10,000 miles, 2 or 3 drops of No. 10-W oil should be applied to the oil hole in the cable flange at the back of speedometer. Every 20,000 miles the speedometer cable should be disconnected at the instrument, the shaft removed and coated with semi-fluid chassis lubricant or other suitable lubricant.

Propeller shaft center bearing (7-passenger models only). Short fiber wheel bearing grease (medium) should be applied through the lubricant fitting every 10,000 miles.

Windshield wiper pivots
Remove screw in top of mounting plate on front outside of windshield and inject a few drops of light oil. Reinstall the screw—Every 10,000 miles.

The clutch release bearing and the starter bearing are lubricated at time of assembly and do not require further lubrication.

SPECIAL ATTENTION

Cars operated principally on gravel or dusty roads may need lubrication attention more frequently and should be serviced as required. In dusty territories the air cleaners should be cleaned often. Under extreme conditions, once a day may be necessary.

ENGINE OILING SYSTEM

The engine oiling system in your Chrysler is designed to include every known feature for preventing and correcting contamination in the crankcase.

In any engine, fuel combustion produces harmful gases which under certain conditions are capable of injuring fine bearing surfaces. These gases when combined with water—another product of gasoline combustion—may form an acid in the crankcase oil reservoir.

Air entering the engine contains moisture and even though it may appear clean and clear, also carries some dust and minute solid particles.

These contaminants, when whipped into the oil by the action of the crankshaft, can combine with the oil to form a thick emulsion called sludge.

CRANKCASE VENTILATING SYSTEM

When the engine is running at operating temperature a very large percentage of this water and fuel is carried out of the crankcase by means of the crankcase ventilating system.

Fresh air enters at the oil filler pipe which is capped with an air cleaner for catching dust. Due to the rotation of the crankshaft, the air and vapor in the crankcase is kept whirling. The vacuum created while the car is moving draws the air and vapor out of the crankcase through the ventilating outlet pipe at the rear of the engine.

This system of crankcase ventilation reduces to a great extent a natural formation of sludge in the bottom of the crankcase an excess amount of which will interfere with proper engine lubrication.

CRANKCASE VENTILATOR INTAKE PIPE AIR CLEANER. Air for ventilating the crankcase enters through the oil filler pipe. This air is filtered by passing through the air cleaner which serves as the filler-pipe cap. In order to make sure that this cleaner functions properly, it should be removed and serviced as part of the 1,000 mile lubrication. Wash the element thoroughly in kerosene, and reoil with fresh S.A.E. 50 Engine Oil.

WARNING! DUSTY DRIVING. Normally, dust is kept out of the engine by the carburetor air cleaner and the crankcase ventilator cleaner. These should be cleaned and reoiled according to directions as often as the carburetor air cleaner sump becomes half filled with a semi-solid mixture of oil and dust. If crankcase oil becomes contaminated through failure to service the units, drain engine promptly and refill with new oil.

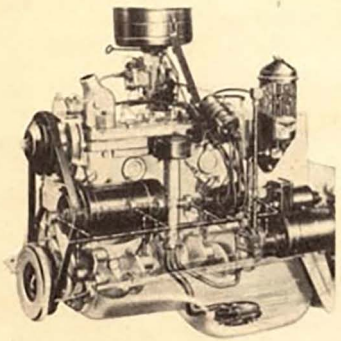
OIL FILTERING SYSTEM

Non-volatile contaminants such as grains of carbon, some types of sludge, and all other solid particles also are removed from your Chrysler engine oiling system. This is done by means of the Chrysler full-flow oil filter.

THE FULL-FLOW OIL FILTER. "Full-flow" means that all of the oil delivered under full pressure to the working parts goes through the filter before entering the passages in the engine.

Not only does this filter assure a constant flow of clean, clear oil to the engine but it is so installed that it is impossible for the supply of oil to be cut off at any time under any conditions, even though the filter itself becomes loaded or plugged.

The filter element is of the economical, replaceable type. This should be replaced every 5,000 miles, or as often as it becomes plugged with the dirt and carbon it removes from the oil passing through it. Directions for changing this element are plainly indicated on the filter housing by means of a decalcomania transfer.



In the event the filter should become plugged before the 5,000 mile change, the oil will not be filtered but will be pumped to the working parts of the engine at reduced pressure through the safety valve. Watch your oil pressure gauge for this indication. When the filter is operating properly, oil pressure at cruising speeds will be 45 to 60 pounds. If this pressure indicated on the oil gauge drops to 35-45 pounds, the filter element is plugged and should be changed.

Have the oil level checked each time you stop for fuel. Maintain oil level between FULL and ADD OIL marks on the indicator. When oil level drops to ADD OIL mark, add one (1) quart. Never allow the oil level to drop below the ADD OIL mark.

ENGINE OIL RECOMMENDATIONS

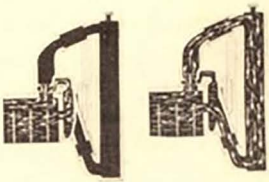
Oil changes should be made, under normal conditions, every 1,500 to 2,000 miles during the winter, and every 2,500 to 3,000 miles during summer.

If you anticipate that the minimum atmospheric temperature will be:

Not lower than 32° above zero.....Use S.A.E. 20 or No. 20-W
As low as 10° above zero.....Use No. 20-W
As low as 10° below zero.....Use No. 10-W
Lower than 10° below zero.....Use No. 10-W plus 10% colorless refined kerosene

THE COOLING SYSTEM

The cooling system of Chrysler engines automatically maintains the most desirable engine temperature under all normal conditions of operation. The water is cooled as it circulates through the radiator core by the air rushing through the core which is built of hundreds of tiny cells.



When the engine is started cold, a thermostat prevents the circulation of water to the radiator and a simple by-pass allows the water to circulate only in the engine. As the engine warms up, the thermostat starts to open, and at operating temperature it allows unrestricted circulation through the radiator.

The principal parts of the cooling system that should be inspected regularly for service are rubber hoses, radiator, hot water heater, cylinder head and other gaskets, and water connections. Neglected points of leakage in the cooling system will result in loss of cooling liquid and serious overheating of the engine, if not corrected.

RUST RESISTORS

For rust protection during the winter months, install in the Fall a fresh filling of anti-freeze known to contain an effective corrosion preventive. In the Spring, drain and discard the old anti-freeze solution. Then put in MOPAR rust resistor with a fresh filling of water to protect the system against corrosion during warm weather driving. In the Fall, the Summer rust resistor solution should be drained and discarded and a fresh filling of anti-freeze containing rust resistor again installed.

One of the most common causes of engine overheating is rust clogging of the cooling system. Rust resistors in anti-freeze and summer rust preventives will not remove rust already present in the cooling system when they are installed. Rust in the cooling liquid or in the radiator, and a rise in engine driving temperature, indicate that the cooling system is in need of cleaning. Have your Chrysler dealer clean out the cooling system in your car as he has the equipment to do it properly.

THE FAN AND WATER PUMP

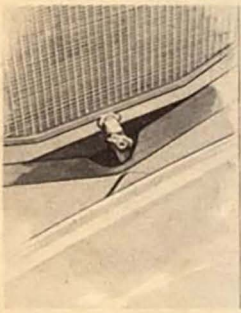
The fan and water pump are belt driven. The belt seldom needs adjusting but your Chrysler dealer will check it during general car inspection. The water pump is of the packless type.

FILLING AND DRAINING

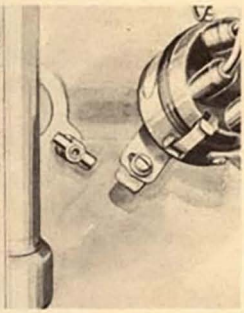
When removing the filler cap from an overheated radiator, rotate it towards the left until the stop is reached. This is the vented position which allows the pressure to escape. Keep in this position until the pressure in the cooling system has been relieved, then turn more forcibly to the left to remove. Turn the cap all of the way to the right when reinstalling.

CAUTION: Never pour cold water into an overheated engine.

To drain the cooling system, open the drain cock in the lower front side of the radiator at the center. By raising the hood the drain cock is easily accessible. The drain cock in the cylinder block at the bottom of the water jacket near the center on the left side also should be opened to drain the system completely. If you are storing your car or leaving it idle for a long time, it is advisable to leave these drains open.



TO DRAIN RADIATOR



TO DRAIN CYLINDER BLOCK

The level of the liquid in the cooling system should be 1¼ inch below the bottom of the filler neck.

USE OF ANTI-FREEZE

At the approach of freezing weather an anti-freeze cooling solution should be used. Always flush the system clean when making the initial filling with anti-freeze each Fall. Have the solution tested frequently during freezing weather to make certain that you are well protected against a "freeze-up." An anti-freeze solution should be used for one season only, as the rust-resisting properties become ineffective.

CAUTION: Anti-freeze solutions containing salt, calcium chloride, soda, sugar, or mineral oils such as kerosene or engine oil should never be used in the cooling system. They will clog water passages or damage hose connections and other parts.

FOR BEST PROTECTION

Keep filled to correct level.
Don't put cold water in hot engine.
Check fan belt and hose often.
Flush system twice a year.
Have your dealer check leaks.
Use "rust resistor."

FACTS ABOUT THE ELECTRICAL SYSTEM

THE BATTERY IN YOUR CHRYSLER CAR is under the hood — on the left side of the engine—completely away from the seats and upholstery. Thus there can be no danger of spilling battery acid inside the car. It requires only distilled water for maintenance. Check the water level in your battery frequently. The need for the addition of any considerable amount of water in the battery, operating conditions considered, may point to excessive generator output.

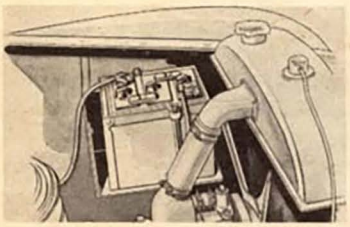
DO NOT DISREGARD THIS SIGNAL — Have your authorized Chrysler dealer arrange to check the voltage regulator to see that it is operating properly and is not permitting excessive generator charging.

If your car is to be stored for a month or more, deliver the battery to a battery service station where it may receive proper attention during the period it is not being used.

LARGE-CAPACITY GENERATOR

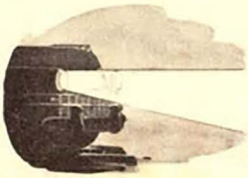
The Chrysler generator is of the large-capacity, air-cooled, shunt type provided with voltage and current regulators. These regulators control the output of the generator with relation to the voltage and current requirements. This means that the battery ordinarily will be charged fully, and the proper voltage maintained.

While driving the car, the ammeter hand may gradually approach zero. This indicates that the battery requires less current at that time and voltage control unit is preventing over-charging. Ammeter should not show more than a 10-ampere charge above 30 m.p.h. after the first 30 minutes of continuous driving. If the ammeter does show more than 10 amperes, and the battery is up to charge (specific gravity of electrolyte 1.275 or higher), the regulator should be checked by an authorized Chrysler service station.



ELECTRIC HORNS

The electric warning horns on your Chrysler car are connected through the ignition switch so they cannot be operated when the ignition is turned off. The horns operate in the usual manner when the ignition is on.

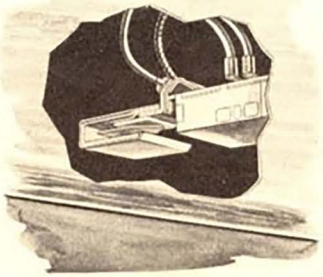


NIGHT TIME IS HEADLIGHT TIME

In your Chrysler sealed-beam headlights, the headlight lens, bulb and reflector are built and sealed into one waterproof and dustproof prefocused unit. This greatly increases lighting efficiency.

In the event of accidental damage or burning out, the entire unit is easily replaceable as follows:

First take out the three screws at the front of the headlight and remove the door. Then remove the three retaining ring screws and remove the ring by pulling it outward.



Next pull the sealed light unit out and then pull the wire connector straight off.

To insure maximum night driving pleasure and safety, it is necessary that headlights be properly aimed at all times. Have them checked occasionally by your Chrysler dealer, particularly after a bulb replacement has been made.

The lighting circuit of your car is protected by a circuit breaker located back of the light switch. In case a short circuit develops in the lighting system the circuit breaker opens automatically before damage occurs. It will continue to open and close until the short circuit has been eliminated.

TAILLIGHT BULB REPLACEMENT is made from inside the luggage compartment. Pull the socket to one side to release the retaining spring, then pull it out.

REMOVING STOP LIGHT BULB: The change of bulb is made from under the rear compartment lid. Simply squeeze the retaining clips to release the socket, and permit pulling it out of its position.

LICENSE PLATE LIGHT: Remove the two screws, and then the lens retainer, from the top of the luggage compartment lock.

PARKING LIGHT BULB: Parking light bulbs can be replaced simply by removing the lens, retainer and trim ring.

DIRECTIONAL SIGNAL BULB: Front directional signal bulbs are combined with the parking lights. The rear directional signals are combined with the taillights—double filament bulbs being used. For replacement of these bulbs, see "Taillight Bulb Replacement" and "Parking Light Bulb Replacement."

IGNITION TIMING

Ignition timing affects your car performance tremendously. In low altitudes with standard brands of non-premium gasoline, your engine will give its best performance if timed .002 inch or 2° after top dead center. With the correct timing, there will be a trace of spark knock from 10 to 30 miles per hour when accelerating the car with a wide open throttle.

Slight adjustment of the timing easily is made by loosening only the screw in the slot at the outer end of the locking plate lever and then rotating the distributor in the desired direction. It should be moved clockwise to retard, and counter-clockwise to advance, the ignition. To adjust the ignition timing further, loosen the locking screw in the locking plate at the bottom of the distributor housing and rotate the distributor in the direction required.

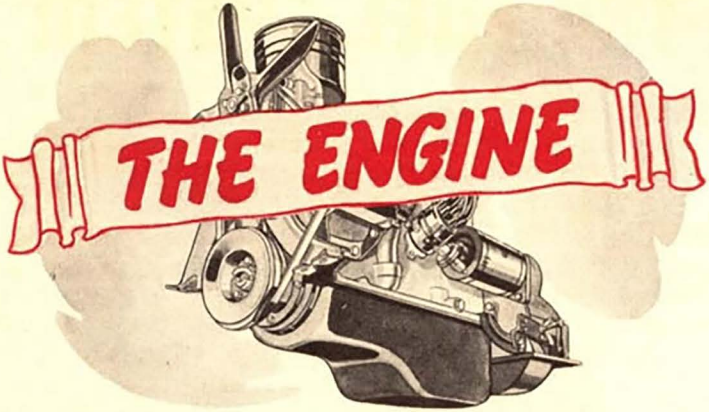
The firing order of the engine is 1-5-3-6-2-4.

IGNITION BREAKER POINTS. Improperly adjusted breaker points will affect ignition timing and engine operation. Before attempting to check or to adjust the breaker points to a feeler gauge, the engine crankshaft should be turned sufficiently to bring the breaker arm in contact with the peak of a lobe on the rotating cam. Roughness on the points must be removed with a small file or hone before the points can be adjusted accurately.

The points should be open .020 inch. The adjustment is made by loosening the breaker point locking screw and turning the breaker point plate adjusting screw until the proper gap is obtained.

ACCURATE SPARK PLUG ADJUSTMENT means more efficient and economical operation. The gap between the electrodes of each spark plug should be .025 inch. The gap gradually increases with use and should be adjusted by bending the outside electrode. Do not attempt to adjust the gap by bending the center electrode as this would crack the porcelain. Measurement of the gap can be made most accurately with a wire, rather than a flat, feeler gauge.

GOOD RULES TO OBSERVE. Check water level in battery at intervals recommended. For efficient operation, replace spark plugs every 10,000 miles of travel. Porcelains on spark plugs, exposed end of spark coil, distributor cap, and wires leading from distributor to spark plugs and spark coil should be wiped clean and dry often. Have headlight aiming, ignition timing, and spark plug adjustment checked occasionally by your Chrysler dealer.



Treat your engine with the care it deserves. With reasonable care and ordinary maintenance, it will deliver in full measure the economical, dependable performance built into it, and give you many thousand miles of enjoyment and satisfaction.

This engine was designed and built to operate satisfactorily and give good performance using regular grades of non-premium gasoline. Premium gasolines will work and give good results if the timing is adjusted for them, but they are not necessary for driving satisfaction.

Engine operation depends on two factors, both of which must be considered if the engine stops or fails to start:

1. Fuel and air must enter the cylinders in the proper mixture.
2. Adequate spark must reach the plugs.

These can be checked (after making sure that there is gas in the tank) by starting at the engine and checking back to the source. For example, pull off a spark plug wire and hold it about a quarter of an inch from the cylinder head while someone works the starter; if the spark is adequate, it will jump this gap. Then pull out the main wire to the distributor, and so on back to the battery. When checking for gasoline flow, first disconnect the fuel line at the carburetor, then at the fuel pump.

If the engine runs but misses, ignition is at fault.

TIPS ON GOOD PERFORMANCE

1. Allow your engine to reach normal operating temperature before driving fast.
2. Keep the oil at the proper level and change it at the recommended intervals.
3. Keep air cleaners properly serviced.
4. Replace your oil filter element every 5,000 miles.
5. Keep ignition system clean and properly adjusted.
6. Glance at instruments frequently. When they signal trouble, determine and correct the cause.

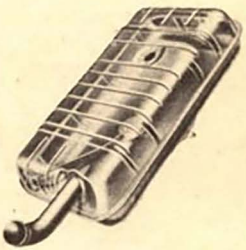
THE FUEL SYSTEM

The Chrysler fuel system consists of the fuel tank, fuel lines, fuel pump, carburetor, fuel filter and air cleaner. These units are designed to supply the engine with a mixture of fuel and air in the right proportions for efficient and economical engine operation, and to provide trouble-free, dependable performance under widely varied driving conditions.

CARBURETOR. Gasoline and air are mixed together in the carburetor of your Chrysler in the proportions which have been proved to give greatest fuel economy together with maximum engine performance. Any adjustments that may be required should be made by your Chrysler dealer.

PUMP. A mechanically driven pump furnishes fuel to the carburetor. This pump is of the diaphragm type. It is driven by the engine camshaft, and delivers a stream of fuel at a pressure of about four pounds per square inch. The fuel pump does not ordinarily require attention of any kind.

TANK AND FILTER. A self-flushing filter located inside the gas tank at the start of the fuel line prevents dirt and water from entering the system. Impurities which are inadvertently allowed to enter the fuel tank remain there until drained out. This filter does not require attention of any kind since it cleans itself. The tank, however, should be drained about once a year to remove accumulations of moisture and dirt. It is not necessary to throw away the gasoline; it can be strained through a clean chamois and put back into the tank.



THE FUEL GAUGE. The fuel gauge on your Chrysler operates on the principle of electrically-heated thermostatic blades. After the ignition switch is turned on, a short time is required to allow the thermostat in the gauge to become heated. The gauge will then register the amount of fuel in the supply tank. When the switch is turned off, and the thermostat has cooled, the gauge hand will return to the "empty" position.

A LITTLE CARE CAN PREVENT A LOT OF TROUBLE

Be sure that the fuel tank cap is properly installed after each time you purchase fuel. The cap prevents evaporation and keeps dirt and foreign material out of the fuel system.

THE CARBURETOR AIR CLEANER

Your Chrysler is equipped with a heavy-duty, oil bath air cleaner designed to provide maximum protection against dirt, dust, and abrasives which otherwise might enter the engine through the carburetor. It is important that you give this air cleaner regular attention, and clean it whenever the air cleaner sump becomes half filled with a semi-solid mixture of oil and dust. The conditions under which the car is operated will determine the frequency with which this should be done. During dry weather when severe dust is encountered, it will be necessary to service the cleaner quite often.

To service the carburetor air cleaner, proceed as follows:

1. Remove the wing nut which holds the cover and filter assembly in place.
2. Remove the filter element and rinse in kerosene.
3. Loosen the support bracket cap screw and remove the air cleaner base from the carburetor. Then empty the dirty oil from the reservoir and clean out the pan.

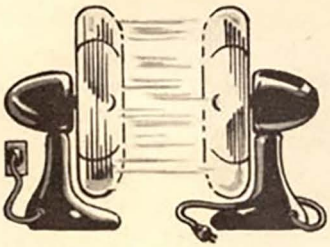
4. Install the air cleaner base on the carburetor, making sure the gasket is in place.
5. Fill the air cleaner reservoir to the indicated level with one pint of S.A.E. 50 engine oil for temperatures above 32° F. or the same amount of No. 20-W for temperature below 32° F. CAUTION: Avoid overfilling the air cleaner with engine oil, as too much oil may cause excessive fuel consumption.
6. Install the filter element and cover, being sure to tighten the wing nut which holds them in place.

CLUTCH AND TRANSMISSION

ARE BUILT FOR LONG LIFE

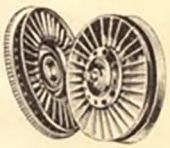
Much of the enjoyment you get from driving your Chrysler comes from the smooth operation of the clutch and transmission as well as the fluid drive. Through these units, the power of the engine is transmitted to the wheels, and so into car motion. You will find that regular attention to their special requirements will be repaid many times over in smooth, efficient performance.

HERE'S HOW
FLUID DRIVE
OPERATES



Fluid Drive operates on the same principle as that which causes fan No. 1 above, to revolve, even though not connected with an electrical outlet. The air thrown off by the blades of fan No. 2, which is connected with the current, strikes the blades of fan No. 1, causing them to revolve also. In this illustration, fan No. 2 represents the driving member of the Fluid Drive Unit, while fan No. 1 is the driven member, transmitting power to the rear axle of the car through the conventional friction clutch and the transmission.

The actual Fluid Drive unit in your Chrysler consists of two parallel facing rotors, each of which has a set of blades radiating from the center. The mechanism operates in a medium of oil. One of the rotors in the unit, known as the impeller, is attached to the crankshaft. The other, called the runner, connects with the drive shaft of the transmission. There is no mechanical connection between the two—the driving force is transmitted entirely by the oil. As the impeller rotates, it throws oil across the gap into the runner. This procedure transmits engine power to the runner and so to the rear axle of car. Whenever it is necessary to keep the engine idling while the car is parked, shift the transmission gears to neutral.



FLUID DRIVE
MAINTENANCE

Immediately after the first 1,000 miles of driving your new car, have the level of the fluid in the Fluid Drive Unit checked by your Chrysler dealer. If the level is correct, no further attention should be required until 11,000 miles of travel have been completed. It should be inspected every 10,000 miles thereafter, and sufficient "MOPAR Fluid Drive Fluid" added to bring the level to the proper height. Your Chrysler dealer should do this.

YOUR CLUTCH

The clutch in your Chrysler is engineered to make emergency shifting as simple and comfortable as possible. For example, the driven disk in the clutch is of special design, so that it slows down quickly when you release the clutch. This enables you to shift quickly and easily. Other features add to efficient and satisfactory performance also. Damper springs smooth out power impulses from the engine, cutting down on vibration, while a ventilating system keeps the unit cool. The entire unit is dynamically balanced to remove vibration. The throwout bearing of the clutch, which has an oilite ball spacer, is sealed and prelubricated.

The proper amount of free play for the clutch pedal is one inch. The free play should be checked occasionally by your Chrysler dealer and if necessary, readjusted to compensate for natural wear of clutch disk facing. The adjustment is made by turning the clutch release fork rod adjusting nut. *The turnbuckle on the clutch pedal rod should not be disturbed in making the adjustment.*

LUBRICATING THE HYDRAULICALLY OPERATED TRANSMISSION

Check transmission lubricant level every 1,000 miles. It should be up to the filler hole in the side of the transmission case of your Chrysler.

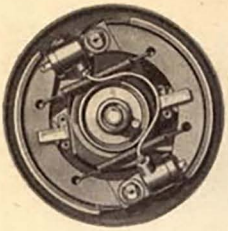
When the speedometer registers 10,000 miles the transmission should be drained, and refilled with new lubricant. Lubricant change should then be made under normal conditions every 10,000 miles or yearly—whichever drainage period occurs first.

The lubricant to be used is No. 10-W engine oil. Use No. 10-W engine oil regardless of climatic conditions.

THE UNIVERSAL JOINTS

On the road, up-and-down movement of the rear wheels constantly changes the angles of the propeller shaft. Therefore, universal joints are used to provide a flexible connection between the transmission and the rear axle. The universal joints in your Chrysler are provided with roller bearings to reduce fricton and wear and to provide quiet operation. No attention is required by the universal joints except lubrication. Every 20,000 miles, or every two years, whichever occurs first, the universal joints should be taken off, disassembled and repacked with heavy fiber grease. Your Chrysler dealer should attend to this service for you. The splined joint at the front end of the propeller shaft, however, requires lubrication every 1,000 miles.

CHRYSLER IMPROVED SAFETY



HYDRAULIC BRAKES

High speed or low speed, the powerful Chrysler hydraulic brakes are designed to bring your car to a smooth, easy stop. The stopping force is directly proportional to the pressure you put on the brake pedal, except too severe application when driving on slippery road surface. This positive brake control is a safety feature that will add still more to continued enjoyment of your Chrysler.

Long brake life is assured through use of superfinished brake drums and molded linings. For still further protection, tubing used in the brake system is shielded against flying stones and gravel.

HOW TO MAKE YOUR BRAKES LAST LONGER

1. If the wheels slide, in making a quick stop, apply the brakes intermittently. This allows the wheel to keep rolling, and so permits a faster stop since the traction of a rolling wheel with the ground is better than that of a sliding wheel.
2. Avoid unnecessary spectacular stops. Such stops wear brake linings and tires excessively.
3. Always apply the brakes in a firm manner. Strong, intermittent application is better than continued gentle scrubbing.

FREE PLAY IN BRAKE PEDAL

The total travel of the brake pedal is decided by these factors:

1. Travel of piston rod before touching piston in master cylinder.
2. Travel of piston required to cover relief port in master cylinder.
3. Travel of brake shoes to contact drums.

The total pedal travel required to set the shoes is approximately 1¾ to 2 inches, with brakes properly adjusted. Adjustment of the brake shoe cam usually will rectify excessive pedal travel.

BRAKE SHOE CAM ADJUSTMENT

To adjust brake shoe cams, do this: First turn the brake shoe cam adjusting nut "out" (as shown in illustration at right) until front shoe lining is solid against drum and wheel is locked. Then back off the nut until wheel may be spun without interference. Do the same with the cam on the rear shoe. Repeat with all four wheels. This adjustment should be made when brake drums are at room temperature, to avoid possibility of the brakes dragging.

MAJOR ADJUSTMENT

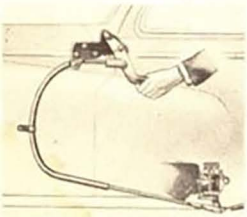
Includes resetting anchor bolts. Should be done by your Chrysler dealer.

FLUID LEVEL IN BRAKE MASTER CYLINDER

Check the level of the brake fluid in the master cylinder occasionally and whenever brake shoe adjustment is required. Maintain the level of fluid not lower than ½ inch below the bottom of the reservoir filler plug opening. To inspect this, remove the filler plug from the top of the master cylinder, first wiping all traces of dirt off the cylinder and plug. The master cylinder is located under an inspection cover in the floor boards at the driver's feet. The fluid must be absolutely clean for the safe and satisfactory operation of the brake system.

BRAKE FLUID

It is important that only MOPAR Super Brake Fluid be used in the hydraulic braking system of your car. This fluid and the component parts of your hydraulic braking system are designed to function together. (See page 46).



HAND BRAKE

The hand brake consists of a contractable band around a brake drum mounted on the transmission shaft at the rear of the transmission. It operates independently of the foot brakes and applies equal braking effort to the rear wheels through the differential. The hand brake is used principally for holding the car while parked.

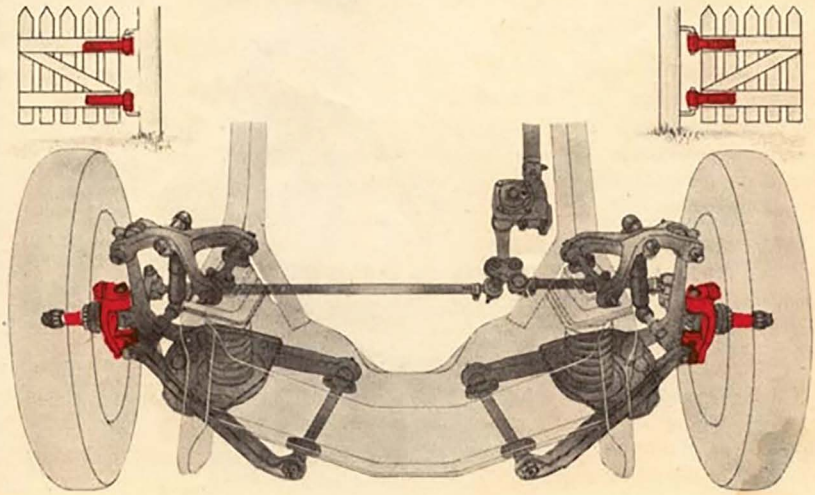
STEERING
AND FRONT END ALIGNMENT

The steering knuckle and steering knuckle support assembly on which front wheels of a car are mounted is much like the hinges on which a gate is hung. How a car steering mechanism functions when the driver operates the steering wheel to turn the front wheels on their hinge-like steering knuckles, is explained in the simplified diagram below.

A shaft inside the steering column jacket turns with the steering wheel. The turning of a worm (helical) gear on the forward end of the shaft causes the "V" shaped pitman arm to swing sideways. Tie-rods connect the pitman arm with the wheel steering arms. Sidewise movement of the tie-rods thus causes either wheel to turn in the direction the driver steers.

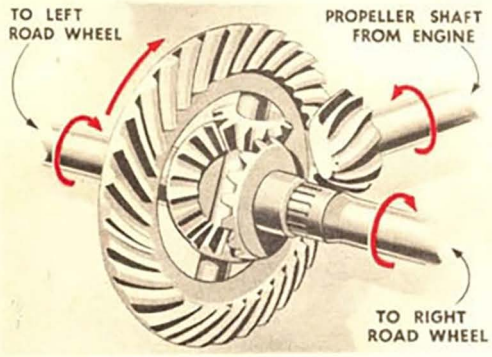
One of the important advantages of Chrysler independent front wheel suspension is that the steering gear pitman arm is connected separately with the steering arm on either wheel—by means of individual tie-rods. A one-piece tie-rod and a drag link are eliminated thus improving steering geometry.

The two tie-rods are hinged in their connection with the steering gear pitman arm and with the wheel steering arms by means of ball joints. They are thus free to move up and down with the wheels without shaking the pitman arm. As a result, the driver of a Chrysler is safeguarded against road shock at the steering wheel—eliminating a source of much fatigue.



REAR AXLE

When a car turns a corner, the wheels on the outside of the turn must revolve faster and travel a greater distance than the wheels on the inside. The front wheels, of course, are not connected with each other and thus are free to revolve at different rates.



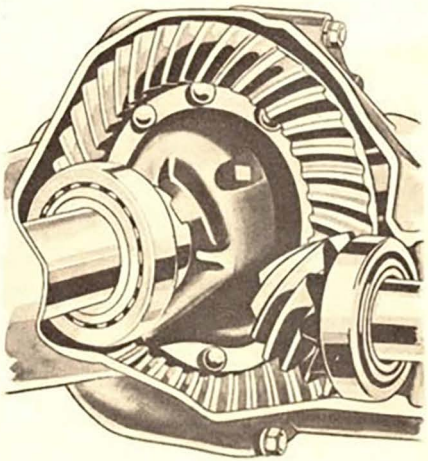
For the rear wheels to turn at different speeds, however, it is necessary that their individual axle shafts be connected with the ring gear in such a manner that each shaft can turn at a different rate and still be driven by the engine. This is the function of the "differential gears." In other words, by means of the differential gears the driving power is applied equally to both rear axle shafts. At the same time the two axle shafts are free to turn with respect to each other. A little study of the picture above will show how the differential works.

The pinion and ring gears are of the hypoid type. The axle is secured to the frame through the rear springs. Oil seals are provided in the axle to keep the lubricant in, and dust and abrasive materials out.

No attention is required by the rear axle other than lubrication as recommended on page 20. It is important, however, that the quality and level of the lubricant be maintained at all times.

Do not carry the differential lubricant above the level plug and do not lubricate the rear wheel bearings in excess of the recommended specifications.

A vent at the top of the axle housing releases any air pressure that may build up in the housing through expansion of the lubricant.



REFERENCE

CAPACITIES — SPECIFICATIONS — ADJUSTMENTS

AXLE, FRONT

Toe-in (actual measurement at hub height)	0″ preferred to 1/16″
Caster (not adjustable)	minus 1° to plus 1° 0° preferred
Camber	0° to plus ¾°, plus ¼° preferred
Pivot angle	4¾° to 6°

AXLE, REAR

Axle shaft end play	.003″ to .008″
Back-lash (ring gear and pinion)	.006″ to .010″

BRAKES, SERVICE

Shoe lining to drum clearance, all wheels, toe and heel	.006″

BRAKES, PARKING

Clearance all around drum to band	.015″ to .020″

CLUTCH

Pedal free play	1″

BATTERY

Number of plates	17
Terminal grounded	positive
Voltage	6
Capacity	120 amp. hr.

FUSES

Name	Fuse	Location
Radio (special equipment)	14 amp.	Radio lead wire
Clock	2 amp.	Clock lead wire
Transmission solenoid	30 amp.	Under relay on left fender side panel.
Directional signal	9 amp.	Wire fuse connector behind instrument panel near ammeter.

(All specifications are subject to change without notice)

IGNITION

Breaker point gap	.020″
Spark plug gap	.025″
Set points to open	.002″ or 2° after top dead center
Firing order	1-5-3-6-2-4

LIGHT BULBS

Location	C. P.	Mazda No.	Chrysler Part No.
Headlights	45-35 (watts)		853369
Headlight Upper Beam Indicator Light		51	115273
Taillight and Rear Directional Signal	21-3	1158	142449
Glove Box and Ash Tray Light		51	115273
Instrument Lights	6	81	142306
Entrance Lamp	15	87	142304
Map Light	21	1129	142308
Rear License Plate Light	3	63	142303
Ignition Switch Light		51	115273
Parking Light and Front Directional Signal	21-3	1158	142449
Stop Light	21	1129	142308
Directional Signal Indicator Light		51	115273

VALVES

Tappet clearance (engine hot):	
Intake	.008″
Exhaust	.010″

CAPACITIES

Engine oil reservoir			5 qts.
Cooling system			4¼ gal.
Standard transmission			2¾ pts.
Hydraulically operated transmission			3 pts.
Rear axle	3¼ pts.	8-passenger cars	3½ pts.
Fuel tank			17 gal.

TIRE PRESSURES, FRONT AND REAR

Size	Lbs. at Normal Air Temperature *Front*	*Rear*
7.60″ x 15″	24	24
8.20″ x 15″	24	24

LUBRICATION, ENGINE

Oil pressure at 30 m.p.h.	45 to 60 lbs.

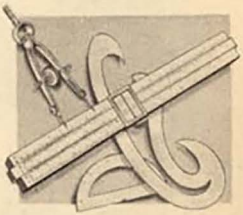
(All specifications are subject to change without notice)

SECTION III

ACCESSORIES

The appointments and special equipment included as standard in your Chrysler provide every convenience and comfort for ordinary motoring. Under some conditions, however, you as an owner may use or desire an additional feature or two depending on your individual tastes and requirements. Some of the available accessories can be included in the original order and installed in your car while it is being built for you. Others might be installed in the field after delivery is made. In either case, it is recommended that Chrysler engineered units be specified.

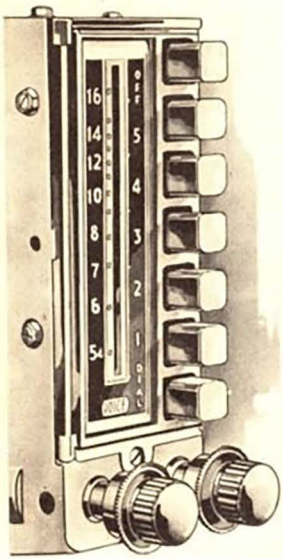
The use of Chrysler factory installed equipment or MOPAR service accessories offers two distinct advantages. First, the units are designed and tested by the same engineering staff that designs the car. The requirements for operating these accessories are carefully computed to agree with the capacity of the car to handle them. A MOPAR heater, for example, will not require a different amount of current than the electrical system is built to provide. The special equipment fits the car from the engineering point of view.



Second, accessories developed by the Chrysler Corporation Engineering Laboratories are styled into the cars. In this manner, extra equipment has the appearance of being part of the car, rather than that of being added as an after-thought or makeshift. In fact, in some cases the car itself is styled to receive the accessory in such a manner that appearance is improved. For example, the harmonious design of the grille adds to the beauty of the instrument panel regardless of whether a radio is installed. Or similarly, the location of the three heater control buttons is such that an attractive balanced effect is produced regardless of which type of heater, if any, is selected.

The following pages carry descriptions of the available accessories, together with instructions for the most beneficial use of any feature that you may have seen fit to have installed.

RADIO



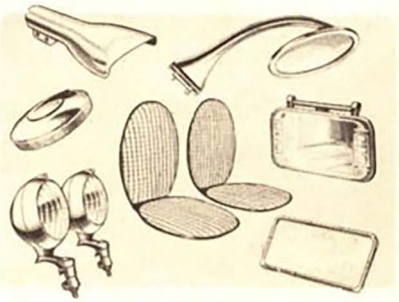
The eight-tube, super-heterodyne, automatic push-button radio, custom built to Chrysler specifications, is turned on and tuned in by the single motion of pushing the button for the station you desire. It is turned off when the "off" button is in, or when the ignition key is in the off position. Five push-buttons are provided, which can be attuned respectively to five transmitters in your locality. The lowermost button transfers the tuning control to the conventional dial system also provided by means of the right hand knob directly below.

The left-hand knob is the volume control. The tone selection is made by turning the disk located concentrically behind and around the tone control knob.

With this custom radio installation, you can expect something a little better in true, clear reception, because of the all-electric permeability tuning, the sensitivity control, and the full-sized electro-dynamic speaker. And it's "safety-installed"—you can push-button tune with your eyes on the road.

SMALL UNITS

Many other accessories also can be had Most of these (spotlights, fog lamp, interior fans, etc.) are conventional in operation and require no instructions. It is suggested, however, that you select Chrysler-engineered units — so you'll be sure they're right for your car.



HEATERS

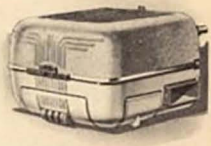
Several types of heating equipment are available. Your selection, of course, depends on the climatic conditions which prevail in your locality, as well as on your individual taste in the matter.

Your Chrysler is equipped with three control buttons for operating a heater. These are used regardless of which heater is installed. If a heater is not desired, the buttons are dummies and serve only to balance the appearance of the panel on which they are mounted. Non-standard or make-shift heaters also can be adapted to use these controls. The three buttons are labeled: Temperature Control, in the center position on the panel; Defrost, in the center-right; and Heater Fan, on the extreme right-hand end of the panel.

The control buttons are used in a slightly different manner in the operation of the different heaters.

THE DE LUXE HEATER

A conventional "push-pull" heater and defroster located under the dash in such a manner as to provide the best combination of efficiency and leg-room. Three independently regulated doors direct the heat stream as required.



The heater fan control operates the driving motor. The temperature control button operates a shutter for regulating the amount of air passing through the heater, while the defrost button regulates the amount diverted to the defroster. The entire output of the unit can be directed through either. For severe icing conditions, all the heat can be put through the defroster. For quick heating of the interior, all the heat can be sent in this direction. Any intermediate combination can be achieved, to suit driving conditions.

COMFORT-MASTER HEATING SYSTEM

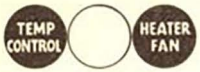
The maximum in heating comfort and defrosting efficiency. Also a "push-pull" heater defroster. Uniform distribution of heat is obtained through a permanent opening with scientifically designed baffles which guide the air-stream and direct it across the floor boards towards the rear compartment. A regulating door permits more heat to be directed to the front seat passengers if desired. Uniform heat is provided, without the discomfort of a direct blast on the ankles of any passenger.

The temperature control knob in this case is used to regulate the amount of hot water passing into the heater through an automatic regulating valve located in the engine. The defrost knob regulates the proportion of heated air diverted to the defroster. The heater fan switch has high, low, and off positions. Because of the large capacity of the system, ample warmth enters the car regardless of the demands imposed on the defrosters by icing severity.

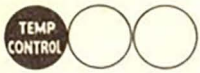
The Comfort-Master is available also with fresh air intake

ALL WEATHER AIR CONTROL SYSTEM

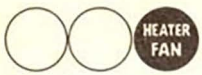
The following are a few of the combinations possible:



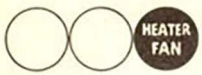
WHEN IT'S COLD: Pull out the temperature control knob as the engine warms up. The farther it is pulled out the more heat you get. After pulling out the temperature control knob, open wide the cowl vent and shut the weather-door. If you want still more heat—pull out the heater fan knob.



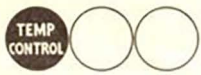
FROSTY: For chilly nights pull the temperature control knob just far enough to give you the heat required for comfort with the cowl vent open and the weather-door closed. On warm days—heat can be shut off by a "push of the finger" from the driver's seat . . . just push in the temperature control knob.



RAINY: On wet, muggy days when windows are closed to keep out rain . . . pull out the heater fan knob with the cowl vent open and the weather-door closed. Unheated fresh air is brought into the car—steam is kept off the windows. (This same adjustment automatically filters the air.)



WARM: When it is hot and sticky, pull out the heater fan knob with the cowl vent open and the weather-door closed. Enjoy a rush of fresh, outside air circulated throughout the car by two powerful fans. When more outside fresh air is desired in the front compartment—open the weather-door.



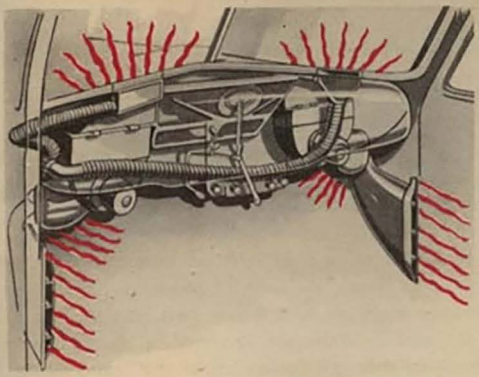
COUNTRY DRIVING: At speeds above 45 miles per hour, ample heating can be maintained without use of the fans, because the speed of the car alone forces heated fresh air into the car provided the cowl vent is open and the weather-door closed. This feature can be important in conserving battery energy.

OUTSIDE ODORS: To eliminate strong outdoor odors—close the cowl vent and open the weather-door. The system then operates as a re-circulating unit . . . reheating the air in the car.

DEFROSTING: To remove fog or mist (particularly when starting with a cold car) . . . pull out defrost knob to first notch. When side windows are clear—incoming fresh air will keep windshield clear and defrost knob can be closed.

SEVERE ICING: In extreme instances, such as caked ice or sleet on windshield, it may be necessary for a short time to pull out defrost knob all the way, for quickly clearing the windshield. When windshield is clear, push in defrost knob partially to continue defrosting if necessary . . . or push in the defrost knob all the way.

ALL WEATHER AIR CONTROL SYSTEM



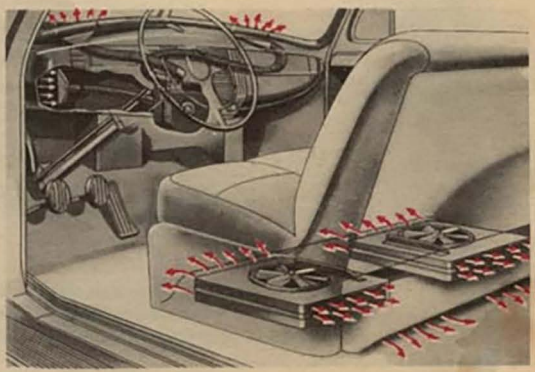
The ultimate in heating and ventilating. Regardless of the conditions under which you happen to be driving, you can regulate the condition of the fresh, filtered air in your car. The all weather system is controlled by the three knobs on the panel. In addition, a fourth control is provided. This is the weather-door handle, located next to the cowl ventilator lever.

UNDERSEAT FRESH-AIR SYSTEM

A combination of three dual-airstream units. Two of these are located out of the way in the otherwise unused space under the front seat. Air is circulated over the floor of the car to both front and rear compartments in four proportioned streams of warmth, from where it naturally rises to fill the car. The motors for both underseat units are controlled by means of the heater fan control knob, while the intensity of heat is regulated by the temperature control knob through the water valve.

The third unit is the defroster, which has its own core, fan and motor. The motor switch is the knob labeled "defroster." Fresh air enters the car through this unit, regardless of whether the fan is blowing, by virtue of an air scoop.

Any desired amount and combination of heating and defrosting can be maintained at all times.



ENGINEERED MATERIALS

FOR THE MAINTENANCE OF YOUR CHRYSLER

At the same time that laboratory development of any mechanical unit for the improvement of Chrysler cars is taking place, the engineers also work out and test various lubricants and preservatives in order to get the best possible results from the product of their design under test. At the conclusion of the development period, and after the exacting field tests are concluded, these same engineers release the unit for production and also make specifications for the maintenance materials which give best results. These materials are used in building the car, and then also are procured by the Chrysler Corporation Parts Division for marketing through dealers under the brand name, "MOPAR."

Chrysler Corporation Engineering Laboratories formulize and specify the ingredients used in MOPAR materials. It is obvious that MOPAR products, designed as they are to do a specific job in a certain place, will be the most satisfactory materials obtainable for the care of your Chrysler.

FABRIC CLEANER: A high grade, dry cleaning fluid for cleaning fabric. Removes spots, stains, grease, paint, gum, etc., from fabrics. Will not shrink or injure fabric. Leaves no odor. Not recommended for plastic or rubberized materials.

GLASS CLEANER: Spray on—wipe off—and your windows are crystal clear clean—also excellent for chrome, mirrors, etc.

SPOT REMOVER: An extra high quality dry cleaning fluid. Put up in a handy size container with cloth applicator on top for convenient use over a small area of material. A safe, quick cleaner.

LIQUID WAX: Applies with ease and speed. Forms a durable film over the car surface that resists the action of sun, rain, snow, sleet, salt air and other weather conditions. Leaves a lasting brilliance.

CHROMIUM POLISH: Quickly removes rust, corrosion, tarnish, and restores original brilliance to chromium. Fast acting. Will not harm painted surfaces.

RADIATOR RUST RESISTOR: Helps protect the cooling system from rust and scale. Forms a protective coating on walls of water jacket and radiator core.

AUTOMOBILE POLISH: A quick polish for all finishes. Contains no harmful abrasives. Apply with a soft cloth, allow to dry and wipe off. Regular use protects and preserves the finish.

COOLING SYSTEM CLEANER: Is designed to remove scale and rust, which collects in the cooling system. The removal of this foreign matter from the cooling system restores the cooling efficiency and avoids an overheated engine.

DRIPLESS PENETRATING OIL: For lubricating hinges, locks, springs, hood clamps, etc. A light oil that penetrates otherwise inaccessible parts, then congeals to a full bodied lubricant. Will not run or drip.

RUBBER CEMENT: This is a fast-setting, high-strength elastic and waterproofing cement. It is suitable for use where a strong bonding of rubber parts to metal is desired, such as weather seals to cowl ventilators, doors, luggage compartment lids, running-board mats and felt pads to panels and mats.

BLACK RUBBER FINISH: Makes dull tires look like new. Also unexcelled for dressing up running boards, weather strips and floor mats. Brushes on—dries quickly.

LUBRIPLATE: This is an all purpose lubricant containing zinc oxide and is especially suitable for door locks, remote control gearshift mechanism, antennae and many other places. It is used also in car production to lubricate the remote control door locks and window regulators.

DOOR EASE: MOPAR door ease is a stainless wax lubricant in stick form. It is recommended for hood lacings, car door fittings and rubber parts requiring a surface lubricant to overcome squeaks, wear and rust.

FLUID DRIVE FLUID

A specially selected fluid which has been processed to a low pour point or cold test. Maintains proper viscosity for efficient operation. Contains an inhibitor of the proper type to resist oxidation of the fluid at extremely high temperatures. Resists volatility or evaporation at the higher operating temperatures of this unit.

SUPER BRAKE FLUID

The new MOPAR Super Brake Fluid marks another achievement of the research laboratories of Chrysler Corporation engineers. Being the pioneer of hydraulic brakes, the Chrysler Corporation naturally is especially interested in the action of the fluid upon which braking systems depend.

While brake fluids are now accepted by many as a matter of course, the fact remains that intensive research and analysis are continuously going on with respect to this important material in Chrysler Corporation laboratories. As a result, new knowledge has been added to the fund of information regarding the safe, smooth, easy braking of vehicles and the economy of their maintenance. These are the reasons for introduction of the new MOPAR Super Brake Fluid. There is no difference in the way you apply the new fluid or the conditions under which you use it. To obtain the full benefit of the protective, non-corrosive properties of the new fluid, it is recommended that neither the former MOPAR Iso Brake Fluid nor other brands of fluid be added to braking systems which already have been filled with the new Super Brake Fluid.

HANDY CUT-OUT CARD

FOR YOUR CONVENIENCE AND PROTECTION

1 *Fill in Immediately*

2 *Cut along this line All around*

Owner's Identification Card

Name .....

Address .....

Chrysler .....
Year Model Body Style

Serial No. .....

Engine No. .....

3 *Fold Here*

Owner's Record Card

Key Numbers	Tire Numbers
Ignition	R.F. NEW 31685
Trunk	L.F. "
Glove Box	R.R. "
	L.R. "
	S. "

Bore 3⅜ Stroke 4½
Number of Cylinders 6
Piston Displacment 250.6
Taxable Horsepower 28.36

Overall Length
Bumper to Bumper
210¾"
8-pass. Cars 228¾"

17'6¾"

4 *Place Card in Wallet*

CARRY THIS CARD AT ALL TIMES

MAINTENANCE SUMMARY

ENGINE OIL RECOMMENDATIONS: If you anticipate that the minimum atmospheric temperature will be:

Not lower than +32° F use SAE 20 or No. 20-W
As low as +10° F use No. 20-W
As low as —10° F use No. 10-W
Lower than —10° F use No. 10-W plus 10% colorless refined kerosene.

CHANGE OIL every 2,500 to 3,000 miles during summer and every 1,500 to 2,000 miles during winter under normal conditions.

REPLACE OIL FILTER ELEMENT approximately every 5,000 miles to agree with oil change or any time the oil pressure gauge shows a drop from 45-60 to 35-45 lbs. while driving.

CHASSIS LUBRICATION should be done every 1000 miles or every month.

COMPLETE CAR LUBRICATION, including change of all fluid lubricants, once a year or every 10,000 miles; except universal joints and rear axle.

TIRE PRESSURE should be checked weekly. Maintain 24 lbs. on all wheels.

CHECK AIR CLEANERS FREQUENTLY when operating your car in dust or dusty territories.

TAKE A RIDE of more than 30 miles, occasionally. This will "exercise" your engine—get rid of contamination in the crankcase.

INFORMATION
YOU WILL NEED TO KNOW

LICENSE DATA

CAR SERIAL NUMBER—Stamped on plate attached to left front door body hinge post.

ENGINE SERIAL NUMBER—Stamped on boss, left side of cylinder block between number 1 and 2 cylinders.

BORE—3 7/16" **STROKE**—4½"

NUMBER OF CYLINDERS—6

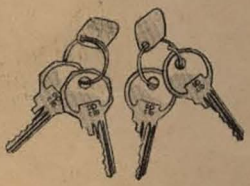
A.M.A. HORSEPOWER RATING—28.36

PISTON DISPLACEMENT—250.6 cubic inches

GARAGE INFORMATION—Length overall (with bumpers) 210¾"; 8-pass. cars 228¾".

KEY NUMBERS

Two sets of keys come with your car. The key or lock number is stamped only on the tags attached to these keys. For theft protection, record these numbers and destroy the tags. Your Chrysler dealer has a record of the numbers also.



CAR INFORMATION RECORD

On the last page of this book you will find a "cut-out" card on which spaces are provided for recording all of your license data, together with key numbers, tire serial numbers, etc. Fill in immediately for convenience and protection. This can be cut out and slipped into your wallet. The back of this card shows a summary of lubrication recommendations.

D - 11061 Second Edition

Litho in U. S. A.